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Hong Kong, 30th April, 1908.

and justifying the means. But there is no need to go into that. Even if the accusations of the past can never be substantiated the position itself was manifestly intolerable. It made the Protestant missionaries—who dare not approve all means to a desired end—jealous, because they looked upon it, no doubt, as giving the rival propagandists an unfair advantage. The Protestant missionaries in conference at Shanghai about the same time decided against applying for a like privilege. Public opinion at home would probably have been so much against it, if they had, that their funds derived from collections and offerings would have been in peril of dwindling to very little. Politically there were strong objections to the play-acting that has been going on for nearly a decade, with such results, by the way, as modified the Protestant idea that the system gave their rivals an advantage over them. It is perhaps not insignificant that the Boxer horror should have come to a crisis so soon after the priests began to masquerade as officials among the Chinese. The political objections referred to may be inferred from the fact that while a French consul might be negotiating with a Taoist, a French bishop could be negotiating on the same subject, and over his head, with a Viceroy, although the said bishop legally speaking was subject to the authority of the Congreg. The same would apply also, of course, to such other nationalities, represented in the missionary fraternity, as had consuls on the spot. That the Chinese did not like it goes without saying, and now that it is ended, we trust they will be less ruffled by the presence of their uninvited mentors. It depends now almost entirely on the behaviour of the latter how the Chinese will treat them, which is as it should be.

The Hongkong School Sports, will be held on Friday.

During the day ending at noon on Saturday there were eight cases of plague, making 133 to date.

Captain W. Nicholson, Hongkong Volunteer Corps, has been granted leave of absence for one year, from the 21st ult.

A Chilian was found dead at his residence in Watchai on Saturday morning, but the circumstances are not regarded with suspicion.

Lieutenant-Colonel J. M. Reid, B.A.M.C., has been appointed a member of the Sanitary Board during the absence on leave of Colonel H. Martin, Principal Medical Officer.

The list of treaty ports, ports of call, and places open to foreign trade in the Far East, as revised by His Majesty's Legation at Peking and Tokyo, January, 1908, is published in the Gazette.

His Excellency the Governor has been pleased to direct that the Ordinance No. 1 of 1906, entitled An Ordinance to amend the Fire Brigade Ordinances, 1893, shall come into operation as and from the first day of February, 1908.

The "Mainichi" has received a report from Yamada stating that the famous wrestler, Hitaohiyama, has accepted an invitation from the inhabitants of his native province to become a candidate for the impending General Election. He should be a strong debater.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinances to facilitate the admission in evidence of statutes passed by the Legislatures of British possessions and British protectorates, including Cyprus.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 7 of 1908.—An Ordinance to enable Foreign Corporations to acquire and hold land in the Colony.

The importation into Hongkong through the Post Office of any seditious publication by any correspondence is prohibited by regulations made by the Governor-in-Council. The Postmaster-General may seize all such seditious publications and cause the same to be returned to the post office at which they were mailed.

LOCAL SPORT.

GRAINGOWER CRICKET CLUB.

A pleasant afternoon was spent by a large number on Saturday when the members of the Graingower Cricket Club were "at home" to their friends. An interesting programme of sports was provided, the weather was favourable, music was discoursed by the band of the 13th Rajputs, and hospitality was dispensed by the Club. A more successful termination to a successful season could not have been desired.

The results of the various events were: Wheelbarrow race, 50 yards—1, G. Evans and D. Rumjahn. A big entry and an interesting race. Sack race, 50 yards—1, M. A. R. Souza, 2, H. L. Manderson.

Girls race, open 100 yards handicap, for girls from 8 to 10 years of age—1, Rose Stanford, 2, Mabel Cotton; 3, Anna Rosario.

Ladies nomination race. Each competitor will be given a needle and run 50 yards to his nominator and hand over the needle, when he will return to the starting post and be given a piece of cotton, which he will also hand over and then the lady will thread the needle, after which the competitor will run to the post with it. 1, C. H. Lyson, nominated by Mrs. Young Hae; 2, D. Rumjahn nominated by Miss Legge; 3, M. E. Asger nominated by Miss McKenzie.

Visitors race 50 yards, blindfold—1, C. J. Poole; 2, A. K. Ellis.

Children's race 50 yards handicap for children not over seven years old—1, M. Davey; 2, Ethel Stanford; 3, Ethel Armstrong.

Ladies nomination. Each competitor, to start from a given line, run to his nominator, get a cup three quarters full, carry cup in saucer, drink at post, and show a dry saucer; 1, Dr. F. H. Kew nominated by Mrs. L. E. Brett; 2, R. Pestonji nominated by Mrs. R. W. Mitchell; 3, R. Bass nominated by Miss Moore.

Scramble race, each competitor before starting to hand over his coat, vest, collar, tie, and hand gear, the articles to be placed in a sack, from which he has to select his own garments and return to winning post properly dressed—1, W. Allen; 2, M. E. Asger.

At the close the prizes were presented by Mrs. BRAIDWOOD, who also hand-d over the prizes won during the season. These were:—Cricket:—R. Bass for highest batting average for season 1907/08 (Holder of Bellio's Cup 1st year); R. Pestonji for best bowling average for season. Special prizes for cricket given by three members:—Batting—H. L. Manderson; bowling—G. A. Hancock; for all round good play—G. Evans.

Lawn Tennis Tournament—scratch singles:—1st, S. E. Green; 2nd, R. Bass. Handicap singles:—1, S. E. Green; 2nd, H. Rupp. Doubles Handicap:—1st, R. Bass and L. Vinecot.

Mrs. BRAIDWOOD also presented the League shield won by the Club and is doing so wished the G. C. C. continued success.

Mr. L. E. LAMBERT, the captain, replied remarking that they had had a very successful season and that there had been a great improvement all round. The members of the team received medals.

Mr. A. E. Asger presented Mrs. Braidwood with a beautiful bouquet of flowers with a handsome silver tumbler, and Mr. BRAIDWOOD acknowledged the gift. Cheers were given for Mrs. Braidwood and the Club.

RUGBY.

A match between the "Monmouth" and the "King Alfred" was played at the Happy Valley on Saturday afternoon, resulting in a draw, the former's score being 8 points (two dropped goals) and the latter's 8 points (one converted try and one try).

CLUB & NAVY.

The match on Saturday at Happy Valley between the Club and the Navy was not remarkable for a brilliant display of rugby, but still it attracted a number of spectators. The Hongkong Club was represented by:—Full Back, Balderson; three-quarters, F. G. Carroll, A. A. Claxton, J. F. Macgregor, and L. J. Wishart; half backs, Byrne, and A. Kempthorne; forwards, G. D. McIlraith, F. G. Hall, P. Linton, W. B. Stanton, R. O. Hutchingson, E. D. G. Wolfe, Skirshire and Tulloch. For the Navy the following did duty:—Full back, Cobley; three-quarters, Jotham, Kelly, Lieut. Mullins and Edwards; half backs, Thomas, and Linton; forwards, Cubie, Morrissey, Perryman, Mooney, Isaacson, Jagg, Walker and Thomas.

At the outset the King was very fast and the local men made the running but they failed to reap any advantage, the sailors' defence being remarkably strong. After some give and take play the Club forced a try which was converted, giving them substantial lead. The Navy replied to this with a strong attack in which they showed splendid combination but they were not allowed to materialise any advantage and the score at half time stood five points to nil in favour of the local men. In second half the Navy obtained a try and successfully converted but the Club secured another try and ran out winners by eight points to five.

LAWN TENNIS.

L.C.C. v. CRICKET CLUB.

The annual match between teams representing the Ladies Recreation Club and the Cricket Club was played on Saturday afternoon at the Cricket ground in presence of a large attendance which included many ladies. The Club won by 69 games to 39, each opposing couple playing the other in turn on set. The scores were:—Hastings-Master 7-5; 22 games to 14 games. Carr-K. Isaacson (H.K.C.C.) v. Beasley-Satterthwaite 10-2; v. Murray-Pinekey 10-2; v. Hastings-Master 9-3; 29 games to 7 games. Philis-Pearce (H.K.C.C.) v. Beasley-Satterthwaite 5-7; v. Murray-Pinekey 4-8; v. Hastings-Master 9-3; 18 games to 18 games.

On the invitation of Hon. Dr. Atkinson, Miss Layton afterwards distributed the prizes won at the recent tournament as follows:—Single handicap ("A" Class)—1, O. A. Carr (over 15/15); 2, P. H. Kinnear (over 15). Single Handicap ("B")—1, Major Stephenson (over 15); 2, T. H. King (over 15/3). Professional Pair—1, H. Pinckney and H. Hancock (Brokers); 2, Capt. Beasley and Lt. Satterthwaite (Army).

TELEGRAMS.

[REUTERS'S SERVICE.]

PORTUGAL.

LONDON, April 30th.

King Manuel has opened the Cortes, with great state. In the speech from the throne, His Majesty swore to govern according to the laws and to seek inspiration from Sovereigns who were a glory to the monarchical system and a blessing to nations. The King invoked his father's terrible martyrdom as a summons to all to unite on behalf of the country's peace and progress.

GERMANY'S FINANCES.

LONDON, 1st May.

The Budget Committee of the Reichstag Government representatives have admitted that even without fresh expenditure, it will be necessary to borrow £50,000,000 within the next five years, to cover deficits. The Committee has requested the Government to prepare an Amortization scheme.

[N.C. Daily News Service.]

THE JAPANESE BOYCOTT.

DISSENTIENTS IN JAPAN.

TOKYO, April 29th.

Over 100 Cantonese, resident in Tokyo, have passed a resolution holding the Peking Government responsible for the incident of the *Tatsu Maru*, and declaring that the boycott is not only misapplied, but is detrimental to the relations of China and Japan.

The Cantonese in question are distributing copies of a circular containing notice of the resolution, and are dispatching canvassers in its support.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, April 19th.

NOTES FROM PEKING.

A propos the recent visit of the British Minister Sir John Jordan, to Hongkong and Canton, there are complaints in British and Chinese circles in North China that British diplomacy in the Chinese capital is at present being conducted on lines not tending so much as they might do to further true British or Chinese interests, and that in regard to the latter, the United States and Germany are acute enough to make use of their opportunities and are posing successfully in Peking as the particular friends of China. The attitude of the Washington Government and its representatives in Peking and Manchuria is held to bear out this view. But there is little sympathy here among foreigners other than Americans with the attitude of Mr. Fisher at Harbin. More sympathy has been expressed with the position assumed by, or ascribed to Mr. Straight at Moukden, but that is probably because an ex parte view of the case only has been published. Mr. Kato, the Japanese Consul-General, who used to be Consul-General in Tientsin and before that was Consul-General at Seoul, has so far maintained as regard the press and the public-trust reserve and reticence in relation to the affair. This allows judgment to go by default so far as the general public are concerned, and many do him injustice if not also injury. If the matter be critically and impartially examined, it was a paltry squabble between domestics and coolies not worthy of the interposition of any foreigner, much less a Consul. But here as elsewhere in the Far East any stir is good enough to beat Japan and the Japanese with, and the two newspaper correspondents at Moukden appear to have recognised this and made the most of the incident in the most approved yellow journal style.

THE BOYCOTT.

One sees the anti-Japanese bias in the attempts that are made by foreigners to investigate the Chinese to pursue and develop their boycott instituted in consequence of the "Tatsu Maru" incident and its sequel. Americans, Germans and French as well as Belgians and Dutch are trying to utilise the boycotting campaign of the Cantonese and other Southern Chinese to push their own commercial interests. They do not see—or if they do see it, they ignore the fact, which is quite patent to all with any economic knowledge, that if the boycott grows and is effective from the point of view of its promoters, it will damage both the Chinese and Japanese financially, and the last state of things commercial will be much worse for everybody all round, self-seeking foreigners included, than the original condition of things.

THE L.M.C.

On March 26 Sir Robert Hart was received by the Majesties the Empress Dowager and the Emperor, who gave him presents and thanked him for his faithful service as Inspector-General of the Imperial Maritime Customs for so long a period, and expressed the hope that he would speedily return, restored to full health, to resume his duties. On the 16th inst. all Peking attended a reception held by Sir Robert and Lady Bredon for the purpose of affording an opportunity of saying bon voyage and goodbye to the distinguished chief. This week Sir Robert Hart leaves Peking for China, where he sails in the Chinese revenue cruiser Pingchow to Shanghai, there to embark on May 2nd in the N. D. L. s.s. "York" for England. Opportunity will thus be afforded to his many friends and admirers in Hongkong to greet him on his journey home after an absence of 30 years without home leave.

Sir Robert Bredon has commenced his régime as Acting Inspector-General exceedingly well from the standpoint both of his own and of the general interest. It is not generally known what fierce opposition there was to his being

appointed to fill Sir Robert Hart's place during his absence. The most indefatigable efforts were made by his bitter opponents, the Shanghai clique and the China Association wirepullers to secure the appointment of another candidate of their own financial interests. It is curious to note that one of the main charges against Sir Robert Bredon was that he was pro-Chinese! Surely this is not a very grave fault in a Chinese Official. It might be levelled with equal accuracy against Sir Robert Hart. What do these Anglo-Chinese financiers want? They are still persisting in their campaign against Sir Robert Bredon. They say and expect that Sir Robert Hart's home leave is merely a prelude to final retirement, and openly avow their intention of upsetting the succession of Sir Robert Bredon before the aged Inspector-General actually tenders his resignation. I am sorry to have to record that the British Minister in Peking is reported—and my authority is highly credible—to have expressed himself as siding with the enemies of Sir Robert Bredon—a very injudicious thing for a diplomat in his position to do.

TRADE IN THE FAR EAST.

SUGGESTIONS IN BRITISH COMMERCIAL MAGAZINES.

The Magazine of Commerce for March contains the second of a series of articles on "Business Experience in the East" by Mr. Geo. H. Reader. Half the article refers to experience in India, and so far as experience in China is touched upon, it is to be summed up in the advice to the trader to "go in for sundries." These, he says, pay handsomely and yield 10 per cent and more to the importer. "The firm who sends out samples of new toys reaps an enormous trade." Apart from this suggestion, there is nothing of a helpful nature in the article so far as it relates to the Far East. A story showing that Chinese razors can be manufactured in China infinitely cheaper than they can be provided in the field is given to illustrate "the trouble forthcoming if once the yellow race is allowed to gain a firm hold on white territory." It is not a convincing argument. Nobody in white territory would buy such crude manufactures as the Chinese razor, the damage to white territory is for the highly finished article, and the Chinese labour which will produce such articles in white territory will no longer be cheap. White men might produce now in their own territories primitive tools like the Chinese razor, perhaps just as cheap, but who would buy them? As to the field for foreign business in Japan, the reader is told that the number of European merchants in Japan is decreasing every year: "they are being driven out by the overbearing attitude of the native dealer." It would have been more to the purpose in writing for such a magazine to point out how and what class of foreign imports into Japan and China as well as increasing, and what an enormous field in China yet remains to be exploited by the foreign manufacturer.

A more useful article on "British Trade in China" is to be found in the February issue of *Modern Business*. The author of the article is Mr. W. Turner Perkins, who is no more known to us than is Mr. Geo. H. Reader. His recommendations, the Editor explains in a foreword, are not the outcome of the observations of a visitor, but were compiled by the writer from notes "specially and authoritatively prepared for *Modern Business* by those intimately acquainted with the country and concerned in its development and administration." We have, however, seen all these recommendations before in the Consular reports. There is for instance put rather more strongly than we have seen it before the recommendation that "British manufacturers must, in the first place, never think of sending out any representative unless he be perfectly familiar with the Chinese language." To this the British manufacturers may well reply: "Where are we to look for agents possessing this familiarity with a language so difficult to acquire as Chinese?" It is in truth counsel of perfection. Not one foreign trader in ten thousand in China is "perfectly familiar" with the Chinese language. The comprador system may have its disadvantages but while the Chinese language remains what it is, the comprador is not likely to lose his occupation. Even if British agents flatterly speaking one or more of the dialects of China could be obtained, it is questionable whether on the whole the results would prove as satisfactory as with the comprador system. The writer or the article advises British manufacturers that it is a vital condition of success that they should have their own agents in China, and when they make appointments to such positions they ought to select only men who speak the native language. He mentions that, though the paramount necessity of this course has been urged over and over again, yet Messrs. Brunner, Mond and Co., Ltd. and "two or three others" are the only British companies "who have taken the trouble to follow such a procedure." The writer says he is in a position to state that the results in these cases have been most substantial and indeed gratifying. That, however, is not a convincing argument against the comprador, for, by his aid, hundreds of foreign firms have achieved results which may be described in the same terms.

Mr. John Milne has recommended as publisher at 29 Henrietta Street W.C. He has just started a Colonial Library of good novels, and numbers One and Two are to hand. Mr. J. Blomfield-Burton, historical, romancer, contributor to "The Last of her race," a powerful story of the allies in Spain, of the war of the Spanish Succession. Mr. Horace Wyndham contributes to "The Last of her race," a thoroughly competent story of life behind the scenes of the theatre. Both have a strong love interest, and Mr. Wyndham's stage-book is in addition full of sprightly humour. They are printed in excellent type, with generous margins, and are comfortable to handle and read.

THE HONGKONG ELECTRIC CO., LIMITED.

The nineteenth ordinary general meeting of the shareholders of the Hongkong Electric Co., Limited, was held at the Company's office, St. George's Building, on Saturday. Mr. J. W. C. Bonnar presided and there were present, Sir Paul Chater, and E. G. Barrett (directors) Dr. Noble, Messrs T. Skinner, A. H. M. da Silva, F. Graham (Acting Manager), J. F. Wright, W. A. Dowley, G. J. B. Sayer, R. Roberto, J. Owen Hughes, L. E. Osorio, and O. Baptista.

The notice convening the meeting having been read.

The CHAIRMAN said—Gentlemen, The report and statement of accounts having been in your hands for some time, I propose, with your permission, to take them as read. The Directors are pleased to come before you with what appears to them, as I feel sure it will to you, such a satisfactory report of the year's working. It shows a further expansion in the Company's operations, our services now equalling upwards of 47,000 lamps of 8 candle power; 85 are lamps and 24 lifts, against 44,000 lamps; 85 are lamps and 20 lifts at the date of our last report, and with the reduction made in cost of current, supplied as from 1st March of this year we have good grounds for looking for a further extension of our operations. Our plant account shows a considerable increase mainly due to payment for the two Diesel alternator sets of 300 horsepower each. These are just about completed, and we trust to have them working during this month. The Land and Building account also shows a considerable increase, due in a large measure to renewals and alterations preparatory to putting in the Diesel engines. Our stock of installation material, coal and stores stand at almost the same amount as last year. Sundry debits show an increase over last year, but since closing the accounts fully half of that amount has been collected. The balance of profit and loss account amounts to \$159,937.13 and after deducting \$83,940 for directors' fees a sum of \$76,997.13 remains available for appropriation and your Directors propose to deal with this as follows:—To pay a dividend of 10 per cent—say \$100 per share on 60,000 shares \$60,000.00; to pay a bonus of 2 per cent—say 29 cents per share on 61,000 shares \$12,000.00; to write off Plant Account for depreciation \$58,304.60; to write off from Land and Building Account \$13,612.10; to pay a bonus to staff \$3,395.00; to carry forward to next account \$9,321.43; making a total of \$159,937.13. I trust this proposal will meet with your sanction and approval, it being an increase of 2 per cent over last year's return to shareholders. The continued writing down of the plant account is essential especially in view of the adoption of Diesel engines by the Company for the greater working success of the engines, the more necessary it will become to write off and entirely replace the steam plant, that now forms a large proportion of the Company's assets. The writing down of the property account is necessary as the Station buildings are nearly 20 years old and the money spent on this account during the year has been expended in alterations and renewals rather than on additional buildings. Further expenditure under this head will be necessary, and will have to be undertaken whether future extensions of plant are made with oil or steam. I am sure the bonus to the staff which is equal to one month's salary will commend itself to you. A substantially large amount is recommended to be carried forward in order that the shareholders may have confidence in the Company's endeavours to maintain a steady and satisfactory dividend and at the same time make due provision for the inevitable depreciation of plant and such-like assets. In the Chairman's speech last year he mentioned that it might be necessary at no distant date to increase our capital. The necessity has not arisen during the past year and your Directors are hopeful of being able to finance any increase in plant, etc., which may occur during the present year without having to raise fresh capital.

Before moving the adoption of the report I shall be pleased to answer any questions.

There being no questions, The CHAIRMAN moved the adoption of the report.

Dr. Noble said: I rise with pleasure to second the adoption of the report and statement of accounts as presented, and also to congratulate the Board of Directors, agents and the staff on the completion of another very satisfactory year's work, which, in itself, only one of many very many successful preceding ones (Applause).

The report was unanimously adopted.

The appointment of the Hon. Mr. H. Kewwick, Mr. E. G. Barrett and Mr. J. W. C. Bonnar to the directorate, in place of the Hon. Mr. W. J. Gresson, Mr. G. H. Mudhurst, and Mr. A. G. Wood who have resigned their seats, was confirmed on the motion of Mr. HUGHES, seconded by Mr. DOWLEY, Sir Paul Chater and the Hon. Mr. H. Kewwick were re-elected directors on the proposition of Mr. G. SAYER, seconded by Sir A. H. M. DA SILVA.

Mr. T. SKINNER proposed that Messrs. Euton Potts and Mr. C. W. May be elected auditors. Mr. OZORIO seconded and this was agreed to.

The ACTING MANAGER said: Chairman and Gentlemen: On behalf of the members of the staff and myself I express my thanks for the bonus which you have just voted to us.

The CHAIRMAN: That is all the business, gentlemen. Dividend warrants will be ready on Monday.

Carlton Dave, a writer who invented the most mysterious Chiamaan who ever skulked through a work of fiction, has contributed a different story to Mr. John Long's Colonial Library. "One Fair Eeany" is a capital love story of the Cromwellian period. All the characters talk in "eyes" and "wounds" and "varlet" words, but their adventures are satisfying and their loves compel sympathetic interest.

The Daily Press.

HONGKONG, MAY 4TH, 1908.

Few Chinese edicts have been more quietly received, considering its importance, than the recent one depriving Roman Catholic missionaries of the official (Chinese) rank they have been enjoying since Bishop FAYER got it for them in 1899. The Chinese Government has thereby in one coup abolished a number of annoying anomalies, and probably prevented a recurrence of the peculiar troubles that many people have been attributing to these false positions of the priests. Over forty Roman Catholic bishops in China had viceregal rank, and some of them (if not all) moved about with the parade of Viceroys. Well over a thousand priests similarly pranced about as "refects." The whole business has always been, of course, a direct violence to the religion they teach, as is, indeed, the ostentation of a bishop in any European country. Only in China the evil example has been exaggerated. These men may claim apostolic succession, but they certainly do not cultivate apostolic simplicity and meekness. In China this assumption of high rank by missionaries has meant more than a breath of religious despotism. It has aggravated the worries incidental in any case to the presence of foreign propagandists in such large numbers. Some of the men have been accused of abusing the privilege which was, of course, bestowed for a special reason, on the Jesuitical principle of the

NOTICES TO CONSIGNEES

S.S. "YARRA"

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of Cargo from London or S.S. "Mélée" from Havre ex S.S. "Mélée" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognised. All damaged packages will be examined on Monday, the 4th May, at 3 p.m. No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 27th April, 1908.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted and marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. Victoria. From Persian Gulf ex B.I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th May, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 29th April, 1908.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO," Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

Being the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 6th May, at 3 p.m.

All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st May, 1908.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Company's Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 9.30 a.m.

All Claims must reach us before the 12th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, METCHERS & CO., Agents.

Hongkong, 1st May, 1908.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

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RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

994

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Messrs. H. BUTTON & SONS, Kowloon Store, No. 36, Elgin Road.

Messrs. HUNG CHEONG, Elgin Road.

Mr. A. YAU, Hongkong Ferry Wharf Stall.

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The original sarsaparilla, recommended for the last 50 years for

lymphatic diseases, eruptions, boils, and all disorders

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CODE WORD, "DOCK"

A. A. B. C., and Engineering Code

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 984 "

Width of Entrance on Bottom... 834 "

Water on Blocks at Spring Tide... 844 "

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Extreme Length... 521 feet

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DOCK No. 2.

Extreme Length... 571 feet

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Width of Entrance on Top... 984 "

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TONS. THE WORKS are well equipped with

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THE COMPANY has the powerful steam

"OUBA-MART" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready for service.

Short Notice.

794

THE DIRECTORY AND CHRONICLE

FOR 1908

IS NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908.

383

PRINTING AND BOOKBINDING

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BUSINESS CIRCULARS, COMPANY PROSPECTUSES, COMPANY REPORTS & BALANCE SHEETS, BILLS OF LADING, FIRE & MARINE INSURANCE FORMS, STOREROOMERS' PRICE LISTS, COMMERCIAL CODES, COMMERCIAL REPORTS, COMMERCIAL FORMS OF ANY KIND, ALSO MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

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THE CHINA ASSOCIATION.

(Continued from page 5)

and if this were so, their laws seemed unjust to other countries. The Committee believed that when the true state of Japanese law, and its effects upon residents in China were pointed out to the Japanese Government, the Japanese would alter their laws of their own accord. Unless that were done, the Association did not see its way to a more just conclusion of any convention with China under which British property would be liable to confiscation.

THE OPEN DOOR IN MANCHURIA.

The Committee had made representation to London on the subject of the prolonged delay in re-establishing what was known as the Open Door in Manchuria. In doing so it had not been unmindful of the fact that Manchuria had only lately been the field of battle, and that difficulties must be expected to arise in carrying out the terms of such an agreement as the Treaty of Portsmouth. It seemed to the Committee that the trend of events appeared to indicate that the policy of the Japanese administration and officials had been directed towards the establishment of preferential claims for Japanese trade, and the discouragement of other foreign competition, leading to a state of affairs that would become a revival of the "sphere of influence" regime in the Northern provinces. It was possible that this was partly due to an excess of zeal on the part of Japanese officials, but it was felt that there were good grounds for calling attention to the delay in fulfilling treaty obligations—not in any hostile spirit, but in the belief that if representations in this sense were made to the proper authorities of a great nation like Japan there could be no question but that those obligations would be carried out. He remembered some years ago hearing this question discussed by a gentleman who occupied an important position in the service of Japan. He said that those people who desired Japan's admission to the open door policy did not give him countrymen credit for common sense or for being clear headed; they knew that claims to preferential rights in trade would alienate friendly nations but that as Japan could compete for the trade of China on favorable terms without any preference owing to her proximity and her plentiful supply of cheap labor, they would rely upon their natural and not upon artificial advantages. These views appeared to be quite sound and if he had wanted additional arguments, he might have pointed out that Japan was now a producer of much of the raw materials necessary for her industries, but had to draw them from the very countries whose trade would be injured by a negation of the open door, in addition to the loss of credit which any great nation would suffer from the non-fulfilment of its pledged word. As there were doubtless many influential leaders in Japan who still adhered to the same view a change for the better in the North might be expected as time went on. It was difficult to account for the extraordinary depression that prevailed in Manchuria and such circumstances as that there should be a plateau of opium in Shanghai and an extraordinary scarcity of it in Newchwang. No one could say definitely that the withdrawal of capital from the North was due to political conditions, but a more settled state of affairs would be beneficial to commercial interests generally.

THE FUKUMEN RAILWAY.

The Committee had been asked to support the action of the Nanyang Chamber of Commerce regarding the Fukumen Railway, and had complied with that request because it believed such a railway would be beneficial in developing what he might describe as the hinterland of Newchwang. With facilities for communication it was believed that a large area of that country might be developed into a wheat growing country. Wheat was a produce that would not bear long and expensive transport, and in view of the present high prices of food stuffs a new source of supply would be an undoubted advantage to the whole of the East. While the Committee did not profess to have entered fully into all the details of the discussion as it had arisen in connection with this line, if it would compete with the main Japanese line, that was a difficulty that might be overcome by building the railway a few miles further away. The British objection to the building of a line parallel to the Kowloon and Canton line was hardly on all fours with the Japanese railway; the proposed line in the South was only four miles distant from the one the British and Chinese Corporation were building, whereas the Japanese railway was some thirty-five miles distant from the main Japanese line at its nearest point. It was not at all apparent how the Japanese, for so long competitors from the proposed line, more especially as China, after she had built railways, imposed heavy likin taxation on the cargo carried by them while it was understood that no likin was charged on the Japanese line. If the difficulties in the way of the construction of the Fukumen line could be overcome either by mutual agreement or arbitration it was the Committee's belief that both Japanese and foreign trade would benefit considerably. If the Chinese Government were urged to improve the navigation of the Liao River this would afford an additional means of communication in Manchuria.

LIKIN.

Likin on the Northern railways has already been referred to, and it was unfortunately the case that much of the advantage to be gained by the extension of railways was neutralized by likin taxation levied on merchandise. So much was this the case that in some instances traffic on railways was confined to passengers alone. It was difficult for people at a distance to realize this conflict of interests, and could prevail on lines owned by the Imperial Government, but it was a fact nevertheless. No doubt a compromise would be effected in time but it was a complicated question, as the interests of the likin officials were opposed to any change in the direction of removing restrictions upon trade. The whole likin system, as they had known for many years, was wasteful and cumbersome, but notwithstanding the Mackay Treaty there was no intention that any steps were being taken either to control or abolish the system.

PROVINCIAL GOVERNMENTS.

Likin, however, only formed part of a difficult and complicated problem that lay before the rulers of China. It could not be doubted that not only in fiscal questions, but also in mining regulations, in industrial progress, in the currency question, in railway development, and even in the defensive services many of the leading men in the Provinces acted as if they believed Imperial and Provincial interests were antagonistic, with the result that progress was handicapped everywhere. There was something to be said in favour of the present system from the local point of view, the population had a great deal

of freedom and of local independence, but it hardly admitted of a doubt that a rapidly growing population must have increased opportunities of employment and of earning a livelihood; otherwise there would be trouble. The movement to bring about a change could only be successfully controlled by a strong central authority. The fact was that China was really an awful example of the disintegration of strength resulting from a gigantic system of Home Rule. In China we had about a dozen different states in which the supposed interests of the Provinces were paramount, and the only hope for national progress lay in the Imperial Government controlling national affairs.

OPINION.

In regard to the opium question, if any permanent prohibition of Indian opium were eventually arranged it would perhaps not be inadvisable to take precautions that the source of supply was not merely changed, as opium could be grown in many different countries, and they had reason to believe, was now being grown experimentally in several countries. It was estimated that the total revenue obtained by China from foreign opium was about £15,500,000 per annum, and from native opium about £4,000,000. If these figures were reliable it was clear that some other source of revenue would have to be created if China were to succeed in her attempts to abolish the consumption of opium in the country.

LOCAL AFFAIRS.

The Committee had been informed that the Government recognized the reality of local events and action in connection with the Mixed Court, a decision which would meet with universal approval, and one which would tend to prolong the smooth relations which had now happily been established in Shanghai.

In conclusion, Mr. Anderson apologized for the length at which he had spoken and thanked his audience for the patient way in which it had listened to him (Applause).

The Chairman then proposed and Mr. G. A. Richardson seconded that the annual report as presented be accepted and passed.

This was unanimously carried after the Chairman had replied in the affirmative to Mr. Hutchinson's question whether the report presented to members was the only report they would receive from the local Committee.

Mr. W. A. C. Platt then proposed, Mr. W. D. Little seconded, and it was carried unanimously that the following gentlemen be elected as the Committee for the current year: Messrs. F. Anderson, H. T. M. Bull, A. W. Burkill, J. O. P. Bland, D. Landale, A. M. Marshall, W. Adams-Oram, and G. A. Richardson.

Before the meeting dispersed the Chairman made an appeal for an increase in membership. Mr. A. D. Lowe proposed a vote of thanks to the Chairman, which was carried with loud applause.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated Hongkong, 2nd May 1908. There are very few changes to report in rates, and the business during the week under review has been a moderate one only. The sterling demand rate of exchange on London, closes at 1s. 2.5-181, while rates on Shanghai are 2s. 7.44 for a Bank T/C, and the 7.44 for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Bill being 7.44. Baresilver in London has dropped to 245-16d, and Consols are quoted 236. The Bank of England rates of discount is 3 per cent, and the private market rate of discount 2 1/2 per cent.

BANK SHARES.—Hongkong and Shanghai Bank at \$800 and \$892, closing fairly firm at the latter rate; London quotes 274. Nationals are unchanged.

MINING SHARES.—No business has been reported and rates for Unions, China Traders and Cantons are unchanged. North China has buyers at 1s. 78 ex the dividend, and has buyers at 1s. 14 1/2 ex the dividend of 15 per cent share paid in Shanghai on 25th ultimo; old and new shares are now alike.

PIRE INSURANCE SHARES.—Hongkong have small buyers at \$210. A few Chinas have been done at \$21, and more shares can be placed.

SHIPING SHARES.—Hongkong, Canton and Macao Steamships, after sales at \$20, have sellers at \$22. A small lot of Indo-China has been fixed at \$62, Shanghai quotes buyers at 2s. 4, while London quotation is 2s. 4.5d. preference and 2s. 10 1/2 for deferred shares. China and Manila, as well as Dugliss, are unchanged and without sales. Star Fories are offering at \$32 for the old, and at \$18 for the new issue. A small lot of Shell Transports has been placed at 45s; London quotes 45s. 31 sellers. Union Waterboats fetched 112, but more shares are obtainable.

REFINERIES.—China Agars studied a bid, and several small lots sold at 6 1/25. Luzons are unchanged.

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A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A baby is a tiny creature generally means an undersized child, wanting in stamina and vigour. It is unable to nurse your baby, you must give the substitute that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible for a child under 6 or 7 months of age. The "Allenburys" Milk Foods are so prepared as to remove the difference between cows' milk and human milk, and they are as easy of digestion as the natural food of the child.

The "Allenburys" Foods are alike suitable for the delicate and robust, and, when used as directed, form the best means of feeding a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The dried process of weaning is thus made easy and comfortable both to the mother and child.

The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months. MILK FOOD No. 2. From 3 to 6 months. MALTED FOOD No. 3. From 6 months and upwards. PAMPHLET ON INFANT FEEDING SENT FREE.

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Hongkong, 20th February, 1908.

401

Apollinaris

"THE QUEEN OF TABLE WATERS."

HAS BEEN AWARDED

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AND THE

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Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Annual Sale 30,000,000 Bottles

BENGER'S FOOD. A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work. Benger's Food is sold in Tins by Chemists, &c., everywhere.

THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT. REMEMBER, THERE IS NO LIGHT SO GOOD OR SO CHEAP AS THE BRITISH WELSBACH. MADE IN ENGLAND. THE WONDERFUL WELSBACH KEROSENE BURNER No. 3 will give you a 75 candle power light at a lower gas consumption than any other burner in the world. THE MANTLES to use with it are Welsbach "C" or "CX." The light standard of these Welsbach mantle Mantles is lightest, and the fabric is strongest. "There are no Mantles so good as Welsbach." Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Sole Agents of the Welsbach Incorporated Gas Light Co., Ltd., London. WILKS & JACK, LTD., 14, DES VUEZ ROAD CENTRAL, HONGKONG.

SHIPPING.

ARRIVALS.
EARL OF DOUGLAS, British str., 2,701, John Jameson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messageries Maritimes.
POOHOW, British str., 1,227, J. Davies, 2nd May—Chinkiang 28th April, General—Butterfield & Swire.
HAITAN, British str., 1,183, J. S. Rosch, 3rd May—Poochow 30th April, Amoy May 1st, and Swatow 2nd, General—Douglas, Laprak & Co.
HIKOSAN MARU, Japanese str., 2,302, Matsuda, 2nd May—Moji 27th April, Coal—Mitsui Bussan Kaisha.
GENIE, Danish str., 3,612, H. P. Borg, 3rd May—Moji 29th April, General—Melchers & Co.
KATFONG, British str., 986, H. Mathias, 2nd May—Cebu April 26th, and Iloilo 28th, Sugar and Wood—Butterfield & Swire.
KASHING, British str., 1,152, Pickard, 1st May—Dunby April 24th, and Chetoo 25th, General—Butterfield & Swire.
KIANGTUNG, Chinese str., 1,222, H. Udden, 2nd May—Chinkiang 27th April, General—Chingoo.
KWANGLOO, Chinese str., 2nd May—Canton.
MERFON, Chinese str., 1,339, J. MacArthur, 3rd May—Shanghai 30th April, General—Chingoo.
NIPPON MARU, Japanese str., 3,442, W. W. Greene, 2nd May—Sau-Francoise 28th March, Mails and General—Toyo Kisen Kaisha.
PHOEBUS, Norwegian str., 1,027, C. Moller, 2nd May—Bangkok 25th April, Rice—Asgaard Thomsen & Co.
QUINTA, German str., 987, Frabu, 2nd May—Tientsin 29th April, Coal—Messager & Co.
SHANTUNG, British str., 1,855, Scott, 2nd May—Hongay 29th April, Coal—Butterfield & Swire.
TAIKOAN MARU, Japanese str., 3,217, I. Fukui, 3rd May—Kushinotsu 28th April, Coal—Mitsui Bussan Kaisha.
TANGO MARU, Japanese str., 7,420, R. Swain, 3rd May—Japan and Shanghai 30th April, Flour, Tank and Cotton Yarn—Nippon Yusen Kaisha.
TEAL, British str., 1,340, A. W. Outerbridge, 1st May—Manila 29th April, General—Butterfield & Swire.
TYDEUS, British str., 4,800, D. P. Campbell, 2nd May—Shanghai 28th April, General—Butterfield & Swire.
YINGCHOW, British str., 3rd May—Canton.

DEPARTURES.

DEVANHA, British str., for Europe, &c. GUYREVAL, British str., for Port Said.
JOHANN, German str., for Hainan.
KUISING, British str., for Canton.
KUISING, British str., for Shanghai.
MANZURIA, American str., for San Francisco.
NAMSAUN, British str., for Singapore.
SIAM, British str., for Singapore.
TOBEE YIKKA, Norwegian str., for Labuan.
ZAFIRO, British str., for Manila.
CHILLI, British str., for Hainan.
CHONGSHING, British str., for Swatow.
FOOCHOW, British str., for Canton.
HOKUTO MARU, Japanese str., for Saigon.
JOSHIN MARU, Japanese str., for Swatow.
LANDAT SCHIEFF, German str., for Moji.
NORD, Norwegian str., for Hongay.
PRIZAL SHIMMUND, German str., for Yokohama.
SHAOSHING, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Norcho* reports: Light winds and clear weather.
 The Chinese str. *Kiangping* reports: Moderate northerly wind, smooth sea and cloudy weather throughout the voyage.
 The British str. *Haitan* reports: From Poochow to Amoy, light winds and clear weather. Amoy to Swatow, similar weather with slight fog. Swatow to Hongkong, moderate breeze and clear weather, voracious sky.

VESSELS IN DOCK.

May 2nd.
ABREGEN DOCKS.—*Sorsogon*, *Chantaboon*, *Hatphong*, *Annam*, *Hemmoingae*.
COSS. POLYMER DOCKS.—

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 For MOJI, KOBE AND YOKOHAMA.

THE Steamship

"EASTERN."
 Captain McArthur, will be despatched as above TO-MORROW, 5th inst., at Daylight.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 1st May, 1908. 793

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."
 Captain J. S. Rosch, will be despatched for the above Ports TO-MORROW, the 5th inst., at 10 A.M.
 For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 2nd May, 1908. 796

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.

S.S. "SATSUMA" ... 14th May.

For Freight and further information, apply to

DODWELL & CO., LTD.
 Agents.
 Hongkong, 30th April, 1908. 522

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into F or Sections common to Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.						
1 From Green Island to the Harbour Master's		2 From Harbour Master's to Blake Pier.		3 From Blake Pier to Naval Yard		4 From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	LAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	NORF	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 6th inst.
LONDON, HAMBURG & ANTWERP	DEERBISHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHEWAN TOMES & CO.	About 15th inst.
LONDON &c. VIA SINGAPORE &c. CAL.	ODIANA	Brit. str.	—	Mayer	P. & O. S. N. Co.	On 16th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	About 10th inst.
HAVE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 24th inst.
HAVE & HAMBURG VIA STRAITS, &c.	SENGBAMBIA	Ger. str.	k. w.	Gjensbriit	HAMBURG-AMERICA LINE	On 5th June.
MARSEILLES, ROTTERDAM & HAMBURG &c.	SUBVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	About 5th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	AUSTRALIAN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th inst., at Daylight
MARSEILLES, HAYRE & COPENHAGEN	INDEN	Dan. str.	—	J. Randerzmann	MELCHERS & CO.	Beginning of May.
NAPLES, GENOA, ALGERS GIBRALTAR &c.	YOKOH	Ger. str.	—	A. Petris	MELCHERS & CO.	On 6th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	YORONE	Rus. str.	—	—	SANDER, WIELER & CO.	About 25th inst.
ODessa	LOWTHER CASTLE	Brit. str.	—	—	MELCHERS & CO.	About end of June.
NEW YORK VIA SUEZ CANAL	SATSUMA	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 31st inst.
BOSTON & NEW YORK CANAL	EMPEROR OF JAPAN	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 7th inst., at P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GLENNFARG	Brit. str.	2 m.	—	CANADIAN PACIFIC CO.	On 20th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	TANGO MARU	Jap. str.	—	R. Swain	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	DODWELL & CO., LTD.	On 16th inst.
VICTORIA, B.C. & SEATTLE, WASH., &c.	AKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
SAN FRANCISCO VIA PORTS	CHAN MACMILLAN	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 7th inst.
AUSTRALIAN PORTS VIA MANILA	CHINGO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUWANG MARU	Jap. str.	—	W. B. Brown	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE SHIMMUND	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 21st inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	YANATA MARU	Jap. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 12th June, at Noon.
HOPEANG	HOPANG	Brit. str.	—	K. Homma	JARDINE, MATHESON & CO., LD.	On 14th inst.
CANDIA	CANDIA	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	On 14th inst.
BARTON	BARTON	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	About 7th inst.
TSINAN	TSINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	To-morrow, at Daylight
HAKATA MARU	HAKATA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 8th inst., at Daylight
CURONIA	CURONIA	Rus. str.	—	—	MELCHERS & CO.	On 13th inst., at Noon.
CHINA	CHINA	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 24th June.
ANI	ANI	Brit. str.	—	—	J. MILLET	Quick despatch.
CHOI	CHOI	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 4th June.
MOYU	MOYU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SOBO	SOBO	Brit. str.	k. w.	J. Hands	HAMBURG-AMERICA LINE	On 6th inst.
TUNGI	TUNGI	Brit. str.	—	V. Dohren	JARDINE, MATHESON & CO., LD.	On 6th inst., at 4 P.M.
BUEK	BUEK	Brit. str.	—	—	MELCHERS & CO.	About 6th inst.
CYCLON	CYCLON	Brit. str.	—	H. Farnes	P. & O. S. N. Co.	On 11th inst., P.M.
EDBERT SIMONS	EDBERT SIMONS	Frans. str.	—	G. W. Babot	MESSAGERIES MARITIMES	On 14th inst.
ANDALUSIA	ANDALUSIA	Ger. str.	k. w.	Girard	HAMBURG-AMERICA LINE	About 14th inst.
DRUHI	DRUHI	Brit. str.	—	—	P. & O. S. N. Co.	Quick despatch.
TILATAP	TILATAP	Dut. str.	—	J. D. Andrews, R.N.R.	JAVA-CHINA-JAPAN LINE	On 6th inst., at 9 A.M.
SORU MARU	SORU MARU	Jap. str.	—	P. J. van Emmerick	OAKA SHOSHEN KAISHA	Quick despatch.
TIHMAH	TIHMAH	Dut. str.	—	de Brongers	JAVA-CHINA-JAPAN LINE	To-morrow, at 10 A.M.
YINGCHOW	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
HAITAN	HAITAN	Brit. str.	2 h.	J. S. Rosch	DODWELL & CO.	On 8th inst., at Noon.
TEAN	TEAN	Brit. str.	1 m.	A. Sommerville	JARDINE, MATHESON & CO., LD.	On 9th inst., at Noon.
LOONGSANG	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 15th inst., at 4 P.M.
KUW	KUW	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 16th inst., at Noon.
TUNWANG	TUNWANG	Brit. str.	—	—	SHEWAN TOMES & CO.	On 9th inst., at 4 P.M.
ZAFIRO	ZAFIRO	Brit. str.	1 m.	Rodger	JARDINE, MATHESON & CO., LD.	Middle of May.
MAUSANG	MAUSANG	Brit. str.	—	R. Houghton	NIPPON YUSEN KAISHA	On 10th inst.
BOANSO	BOANSO	Ger. str.	—	F. Semtlik	CARLOWITZ & CO.	On 12th inst., at Noon.
WAKAMIYA MARU	WAKAMIYA MARU	Jap. str.	—	T. Yamawaki	BUTTERFIELD & SWIRE	On 7th inst., at 3 P.M.
CAPRI	CAPRI	Ital. str.	—	Padone	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANTUNG	SHANTUNG	Brit. str.	1 m.	J. Robinson	—	—
TIPTANAS	TIPTANAS	Dut. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific in the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.
 11 DAYS YOKOHAMA to VANCOUVER.
 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
LEAVE HONGKONG	ARRIVE VANCOUVER	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	THURSDAY, 7th May ... 25th May	"EMPEROR OF JAPAN" 6,000	THURSDAY, 7th May ... 25th May
"GLENNFARG" 5,700	WEDNESDAY, 20th May ... 18th June	"GLENNFARG" 5,700	WEDNESDAY, 20th May ... 18th June
"EMPEROR OF CHINA" 6,000	THURSDAY, 4th June ... 22nd June	"EMPEROR OF CHINA" 6,000	THURSDAY, 4th June ... 22nd June
"LENNOX" 5,700	WEDNESDAY, 17th June ... 18th July	"LENNOX" 5,700	WEDNESDAY, 17th June ... 18th July
"EMPEROR OF INDIA" 6,000	THURSDAY, 2nd July ... 20th July	"EMPEROR OF INDIA" 6,000	THURSDAY, 2nd July ... 20th July
"MONTEAGLE" 6,163	WEDNESDAY, 15th July ... 8th Aug	"MONTEAGLE" 6,163	WEDNESDAY, 15th July ... 8th Aug

* S.S. "LENNOX" and "GLENNFARG" are Freighters only and do not carry Passengers.
 * S.S. "MONTEAGLE" and "LENNOX" will depart from HONGKONG at 4 P.M.
 * S.S. "MONTEAGLE" and "LENNOX" will depart from HONGKONG at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 28 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 271.10
 Intermediate or Steamer ... 240, ... 242.
 and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

* S.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage apply to

D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Fraya opposite Blake's

7

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 18th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 4th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. LOWTHER CASTLE ... On or about 31st May.
 For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 9th April, 1908.

EAST ASIATIC CO., LD

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES & COPENHAGEN	HAVER, } "INDIEN" ... Beg. of May.	
VLADIVOSTOK	"CURONIA" ... On 24th June.	

For Further Particulars, apply to **MELOHERS & CO.,**
 Hongkong, 27th April, 1908. AGENTS. 6

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,292	Cowley	On 16th May.
* SHAWMUT	9,606	E. V. Roberts	On 6th June.
* TREMONT	9,606	T. W. Garlick	On 1st July.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 4th May, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.
 TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
 FOREIGN MONIES EXCHANGED.
 LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:
 16, DES VEXES ROAD,
 HONGKONG.

Japan Office:
 14, WATER STREET
 YOKOHAMA.

VESSELS ON THE BERTH

For SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN"
 Will be despatched for the above Ports on the 7th May.
 For freight apply to
SHEWAN, TOMES & CO.,
 Agents.
 Hongkong 21st April, 1908. 702

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Philippe	About 8th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON Capt. G.W. Babot	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 14th May	Freight and Passage.
LONDON via USUAL PORTS OCEANIA Capt. W. Hayward, R.N.R.	Noon, 16th May	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 4th May, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"YINGCHOW"	On 4th May, 4 P.M.
MANILA	"TEAN"	On 5th May, 4 P.M.
SOURABAYA and SAMARANG	"SHANTUNG"	On 7th May, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, COLEMAN, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENISIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th May, 1908.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK"	Wednesday, 6th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"BUELOW"	About Wednesday, 6th May.
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd May, 1908.

HAMBURG-AMERIKA LINIE.
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SINGAPORE and COLOMBO,
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6th May	About 5th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA	FOR HAVRE & HAMBURG: S.S. SILESIA
14th May	7th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND	FOR ANTWERP & HAMBURG: S.S. LYDIA
25th May	About 10th May
	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA
	24th May
	FOR HAVRE & HAMBURG: S.S. BRISGAVIA
	5th June.

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HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th April, 1908.

OSAKA SHOSEN KAISHA.

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FOR	THE CO.'S SS.	LEAVING
* FOCHOOW via SWATOW ("SOSHU MARU") and AMOI	Capt. T. SURUGA	WED'DAY, 6th May, at 9 A.M.

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Hongkong, 1st May, 1908.

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FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 11th May, P.M.
MARSEILLES, via PORTS	"AUSTRALIEN"	On 12th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 25th May, P.M.
MARSEILLES via PORTS	"YARBA"	On 26th May, 1 P.M.

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Hongkong, 29th April, 1908.

NIPPON YUSEN KAISHA.
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SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAMAKURA MARU Capt. H. Fraser, Tons 6126	WED'DAY, 13th May, at Daylight
VICTORIA, WASH. and SEATTLE, via SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIDZU and YOKOHAMA	HITACHI MARU, Tons 5761 Capt. F. E. Cope, TANGO MARU, Tons 7463 Capt. R. Swain, AKI MARU, Tons 8444 Capt. M. Yagi,	WED'DAY, 27th May, at Daylight. TUESDAY, 12th May, at 4 P.M. TUESDAY, 26th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Matheson, Tons 5076 YAWATA MARU Capt. K. Homma, Tons 3817 MOYORI MARU Capt. J. Hande, Tons 3773	FRIDAY, 15th May, at Noon. FRIDAY, 12th June, at Noon. MONDAY, 4th May.
SHANGHAI and KOBE	HAKATA MARU Capt. T. Mural, Tons 6161 WAKAMIYA MARU Capt. T. Yamawaki, Tons 4723 YAWATA MARU Capt. K. Homma, Tons 3817	FRIDAY, 8th May, at Daylight. SATURDAY, 10th May. WED'DAY, 13th May, at Noon.

* Calling at Keelung.

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Hongkong, 2nd May, 1908.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MOJI	"HOPSAK"	Monday, 4th May, 4 P.M.
SHANGHAI	"CHOUSANG"	Tuesday, 5th May, 4 P.M.
SHANGHAI	"LUNGSHING"	Wednesday, 6th May, 4 P.M.
SHANGHAI	"LOONGSANG"	Friday, 8th May, 4 P.M.
MANILA	"MAUSANG"	Saturday, 9th May, 4 P.M.
SANDAKAN	"FUENSANG"	Friday, 15th May, 4 P.M.

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TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	SHANGHAI	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

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SHIPPING IN PORT.

STEAMERS.	STEAMERS.
AMARA, British str., 1,558, C. J. Matlock, 26th April—Swatow 25th April, General— Jardine, Matheson & Co.	MATHILOA KORNER, German str., 1,848, M. Dibbern, 21st April—Hongkong 18th April, Coal—Jardine.
AMIRAL DE DROMOND, French str., 1,54, Chalais, 26th April—Haiphong 18th April, Ballast—W. & A. Jacks	MAYHILL, German str., 831, A. P. Uderap, 1st May—Haiphong, Pakhoi and Heihow 25th April, General—Jensen & Co.
CARAVELLE, French str., 1,971, Sed-rs, 29th April—Card R. 7th March. Coal— Messageries Maritimes.	MAUSANG, British str., 1,644, R. Houghton, 29th April—Sandakan 23rd April, Limber and General—Jardine, Matheson & Co.
CHILDAR, Norwegian str., 1,102, H. Nielsen, 1st May—Bangkok 24th April, General— Butterfield & Swire.	MYTHEDRUP, British str., 1,195, W. Stalkin, 27th April—Hongkong 24th April, Coal— Doddwell & Co.
CHOIRAN, German str., 1,021, F. Bucking, 29th April—Bangkok 23rd April, Rice and Wood—Butterfield & Swire.	ONSANG, British str., 1,787, E. Cox, 30th April —Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.
CHOWPA, German str., 1,055, G. Spiesen, 1st May—Bangkok 23rd April, Rice—Butter- field & Swire.	PROGRESS, German str., 687, D. Struss, 29th April—Hongkong 26th April, Coal—Stomess & Co.
CHOYSANG, British str., 1,424, Sandback, 30th April—Shanghai April 29th, via Swatow 29th, General, Sheep and Goats—Jardine, Matheson & Co.	RAGNAR, German str., 1,220, Nielsen, 25th April—Bangkok 18th Apr, Rice—Wallen & Co.
DEN OF ABILE, British str., 2,271, Cummings, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	TJIMAHU, Dutch str., 2,476, J. Browners, 29th April—Batavia Apr. 4th, & Macassar 20th. General—Java-China-Japan Lijn.
DEVAYONGSE, German str., 1,157, Rehwaldt, 29th April—Bangkok April 20th, and Swatow 23rd, Rice and Timber—Butterfield & Swire.	TUNOSING, British str., 1,175, W. Stalkin, 25th April—Wahu and Chinkiang 21st April, General—Jardine, Matheson & Co.
DUNBAR, British str., 1,190, A. R. Lee, 29th April—Moji 23rd April, Coal—Shewan, Tombs & Co.	VICTORIA, Swedish str., 889, J. A. Hallberg, 23rd April—Karatsu 17th April, Coal— Wallen & Co.
EASTERN, British str., 2,272, W. G. Metthar, 29th April—Australia via Sydney 8th Apr. General—Gibb, Livingston & Co.	YEDO MARU, Japanese str., 3,227, T. Hamada, 29th April—Moji 23rd April, Coal— Mitsui Bussan Kaisha.
EMPEROR OF JAPAN, British str., 3,631, H. Pybus, 6th April—Vancouver 18th March, and Shanghai 4th April, Mails and General —Canadian Pacific Railway Co.	YINGCHOW, British str., 1,234, Frazie, 24th April—Shanghai 21st April, General— Butterfield & Swire.
HAIPHONG, French str., 500, Pomfrat, 2nd April—Haiphong 18th April, Ballast— Wilks & Jacks.	YONNAN, British str., 1,236, W. Owen Jones, 30th April—Chinkiang 26th Apr, General —Butterfield & Swire.
HEIM, Norwegian str., 758, A. Erickson, 1st May—Bangkok 23rd April, Rice—Chinese, Hongkong, French str., 791, A. Cornelissen, 1st May—Haiphong April 28th, & Heihow 30th, Rice and General—A. R. Marty.	ZILIAN, British str., 3,426, Pearb, 28th April —Kans Island 17th April, Phosphates— Mitsui Bussan Kaisha.
HONGKONG, French str., 791, A. Cornelissen, 1st May—Haiphong April 28th, & Heihow 30th, Rice and General—A. R. Marty.	
HONGKONG, British str., 1,356, Jas. M. Hay, 21st April—Karatsu 15th April, Coal— Jardine, Matheson & Co.	
ITHACA, German str., 1,446, Eogles, 29th April—Wahu April 21st, and Chinkiang 23rd, General and Rice—Hambrop.	
KALGA, British str., 1,152, Lewis, 30th April —Chefoo 25th April, General—Butterfield & Swire.	
KWA-GLEE, Chinese str., 1,694, R. Lincoln, 26th April—Shanghai 23rd April, General —Chinese.	
LAETTES, British str., 1,340, Frampton, 30th April—Sagun 25th April, Rice and Dry Fish—Chinese.	
MARCOULUS, German str., 3,435, A. Lehrenge, 25th April—Moji 18th April, Coal—Ataka.	

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